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PACIFIC FRUIT EXPRESS COMPANY

January News Letter

San Francisco, January 21, 1958.

ALL P.F.E. EMPLOYES:

P.F.E. Loadings

	1957			1956		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
December	27,295	940	28,235	24,890	1,069	25,959
Year ...	334,541	26,673	361,214	348,866	36,603	385,489

Car Situation

Car supplies on Contract Lines have decreased sharply since Christmas-New Year Holidays, and will continue on the low side through January. In addition to using foreign cars developing from unloads, it was necessary to obtain help from ART and SFRD January 13th through 15th, and it appears certain that additional foreign empties will be obtained from immediate connections at intervals through remainder of January and early February. All car distribution forces and off line agencies have been apprised of the situation and understand the necessity of getting full efficiency from every serviceable PFE car.

Crop Conditions

Along Union Pacific -

Utah-Idaho District. Markets for Idaho potatoes and onions have been very satisfactory as to stability and as to consistently fair prices which have resulted in an excellent movement since the Holiday Season. Generally potato loading eases off after the second week in January; however, with a lighter than usual Red River Valley crop and with consistently normal track holdings, prospects are favorable for a continued volume movement from Idaho.

Northwest District. Apple and pear movement from Yakima and Hood River storages continues in heavier than normal volume which, with the large supplies available, is likely to continue even though prices are below last year. Other loading consists of canned goods, frozen food, beer, and nursery stock.

Eastern District. Potatoes from western Nebraska should continue at rate of 2 or 3 rail shipments daily. Some citrus fruit, grapes and tree fruits will move from Missouri River storage points during the month. Other miscellaneous such as meat, PHP, and canned goods will move in normal seasonal volume.

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Along Southern Pacific -

Oregon. Potato movement from Klamath Basin will continue in light volume with bulk of shipping going in trucks. Medford pears and Willamette Valley frozen foods and canned goods will continue in normal seasonal volume.

Northern California. There is a ready market for all winter vegetables due to adverse weather in Florida; however, supplies throughout Central and Western Districts are light due to light seasonal acreage. Canned goods from San Jose, East Bay, Sacramento, Stockton, and Fresno Districts and citrus from Porterville Branch are the other principal commodities now moving.

Southwest District. Heavy loading is expected to continue from all sections of Southern California, Arizona, and West Coast of Mexico during next several weeks. Imperial lettuce movement is at peak volume which will continue through January 25th. Yuma will continue in light volume through January while Salt River fall and winter lettuce deal is about completed. Miscellaneous vegetable loading has been going exceptionally well from all sections, that is, Southern California, Arizona, and off F.C. del P. due to favorable markets induced by Florida losses resulting from heavy rains and freezing temperatures.

T&NO. Loadings of winter vegetables are running below expectations due to effects of adverse weather experienced intermittently since the middle of November. With more favorable conditions, loadings will increase sharply.

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On October 1, 1957, Chester E. Lindley, Assistant to Superintendent at Portland, Oregon, retired account disability at the age of 58 years. Mr. Lindley entered PFE service on July 15, 1915, as iceman, and came up through the ranks, having held positions of Clerk, Inspector, Agent, Traveling Inspector, and District Agent prior to his appointment as Assistant to Superintendent at Portland on July 1, 1945. We understand Chet has recovered from his disability sufficiently to engage in some activity and hope he will continue to improve and enjoy many happy years with Mrs. Lindley.

Their home is at 3612 S. E. Stark Street, Portland 15, Oregon.

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Mr. Joseph E. Tooker, Chief Clerk in office of Refrigeration Accounts, San Francisco, since August 1, 1948, retired on January 1st for reasons of health. Joe started his railroad career January 22, 1913, as a Clerk with the Southern Pacific Company and came to P.F.E. January 1, 1914. Aside from a short term in Military Service starting October 1918, he has been in P.F.E. service continuously.

Mr. and Mrs. Tooker reside at 207 Marshall Drive, Walnut Creek, California.

We hope you have a most pleasant "vacation" Joe, with much happiness and contentment for both you and Mrs. Tooker.

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Mr. Leroy Etzel retires February 1, 1958, as General Superintendent Refrigeration, a position he has held since August 1, 1945. He entered P.F.E. service June 1, 1920, as electrician at Roseville, California, and worked up through various positions to Ice Plant Manager prior to his appointment as General Superintendent Refrigeration. Under his direction vast improvements have been made in P.F.E.'s ice manufacturing and handling methods, with corresponding reduction in menial labor chores involved.

Good luck, Roy. We hope you and Mrs. Etzel have much health and happiness in your well-earned retirement.

Mr. and Mrs. Etzel make their home at 551 Radnor Road, Oakland, California.

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From the Bulletin Board of the Colton Shops -

The father of Success is equipment
The mother of Success is safety
The oldest son is cooperation
The oldest daughter is common sense
Take good care of the old man
Keep our operating cost down

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K. V. Plummer

Vice President and General Manager

Attachment

Continuous Forced Air Electric Fans

The Preco Co. of Los Angeles, manufacturers of many of the electric fans used for circulating air in our refrigerator cars, thermostatically controlled alcohol car heaters, and car icing machines, have now developed a diesel-power driven fan for refrigerator cars to provide constant air circulation from beginning to end of the trip. This is known as the Preco Cargotemp thermostatically controlled continuous forced air circulating electric fan system for standard RS cars. Preco's description follows:

CONSISTS OF:

Four bunker fans (2 each end), thermostat controlled, to force air through the load and through the ice bunker when refrigeration is required.

Damper controlled by the same thermostat to stop convection circulation when the desired temperature, determined by thermostat setting, is attained. Dampers apply to these four (4) fans only.

Two additional fans also located in the bulkhead (1 each end) by-pass the ice bunkers. These force the air through the bulkhead channel to maintain cargo temperature uniformity when the 4 ice bunker fans are "off." These two by-pass fans operate continuously at all times.

Simple, single cylinder, air cooled Diesel engine with gravity fuel flow, driving a 3 phase blower cooled alternator.

Sturdy steel fuel tank (60 gallon capacity) with convenient filler neck, dip stick, and sump.

PROVIDES:

Continuous forced air circulation from loading to unloading, 16 to 18 days, or from California to New York and half way return. Air delivery available is equivalent to output of wheel-driven electric fans at sustained speed of 70 M.P.H.

Thermostat-control for any preset temperature between 30° and 70°.

Fast precooling standing or in transit - 100,000 BTU per hour initial refrigeration for a warm load, without salt.

Full retention of all modified services: Vent, stage icing, heaters, initial icing only, one icing in transit, etc.

Full safety in case of any failure, convection circulation through ice takes over.

Standby electric plug-in service for destination or terminal delay holding.

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Trial installation has been made in PFE car 8132 which performed well in standing test. This car will now go into regular service for further test. The Car Department will issue ample data on its operation, servicing, etc., shortly.